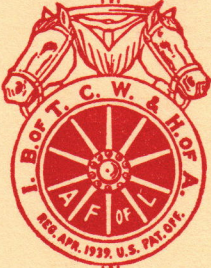


APRIL, 1945

The INTERNATIONAL TEAMSTER



Official Magazine

INTERNATIONAL BROTHERHOOD
TEAMSTERS . . . CHAUFFEURS
WAREHOUSEMEN & HELPERS
OF AMERICA

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Bankers Fear World Peace

ON APRIL 25 the world will take another step in the direction of permanent peace. On that day, delegates from most of the nations of the world will meet in San Francisco to carry forward the plans approved a few weeks ago at Yalta by President Roosevelt, Winston Churchill and Josef Stalin.

Their purpose is to perfect a world organization which can protect every nation from the danger of unprovoked attack.

Such an organization cannot be perfected instantly. It will take time and experiment and patience. The hatreds of centuries will not be wiped out in a few hours. The scars of past wars will remain to haunt the hopes of peace. But we believe that the San Francisco conference will be a success if we are not led to think that it will instantly settle every problem of the human race.

In other words, all we should expect out of San Francisco is progress. If we get more than that we shall be unexpectedly fortunate. As long as the meetings do not break up in a riot, we have reason to be thankful. Man has not had peace in the thousands of years since he first crawled out of his cave and swung a primitive axe on his neighbor. We cannot expect that peace will suddenly come in a few minutes of conversation at San Francisco.

But we can expect that a start will be made. The mere fact that such a meeting is being held is a splendid accomplishment. It reflects credit and promotes confidence in Roosevelt, Churchill and Stalin.

We should remember that powerful influences are at work to destroy international collaboration at San Francisco. Organizations like the American Bankers' Association are more interested in a peace with profit than a peace with justice.

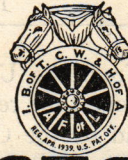
They are attacking the monetary policies worked out at Bretton Woods. They are afraid that it would cost them some money. And, apparently, the bankers want to maintain interest rates even though they increase mortality rates. The bankers have strong support from national monopolies, international cartels and others who profit financially from isolationism.

As soon as the San Francisco meeting opens, we will be assailed by propaganda to make us suspicious of the motives of the other nations at the conference. We will be told that Russia or England or Egypt or somebody is taking advantage of us. We will be told we are losing our shirt.

We must disregard such stuff, even though the press and radio will be full of it for weeks. And when the meeting is over we should appraise its results by one simple standard: Are the nations of the world closer to accord than they were when the meeting started? Is permanent peace still possible?

If the answer to those questions is affirmative, then the San Francisco conference was a success and we should support its conclusions, no matter what the money changers tell us.

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INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLII

APRIL, 1945

No. 5

Federal Court Sustains Teamsters Refuses Injunction in St. Paul Brewery Strike

BY DANIEL J. TOBIN

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A GREAT many of our members do not know that there is still in some places a serious controversy going on between ourselves and the Brewery Workers.

In the city of St. Paul, Minnesota, every driver and helper in three breweries was a member of the International Brotherhood of Teamsters. The Brewery Workers applied to the National Labor Relations Board to hold an election of all the employees on the payroll of the three breweries.

Through our attorneys we appealed to the National Labor Relations Board to have a separate vote taken and establish a separate and distinct voting unit for the vehicle department, which would include drivers, helpers, loaders, truckers around the yards, etc.

All these numbered about 138 men. There are about 700 men employed inside the breweries who properly come under the jurisdiction of the Brewery Workers. The Brewery Workers objected to the setting up of a separate unit for the vehicle department. The National Labor Relations Board decided against the Teamsters and in favor of the Brewery Workers, by a vote of two to one.

Commissioner Reilly voted in favor of the Teamsters. Millis, the chairman, an

ex-professor from the University of Chicago, who at one time reportedly had half his salary paid by the CIO United Automobile Workers of Detroit, and Houston, an ex-congressman who knows very little about the whole subject matter, both voted against the Teamsters, and voted that there be one unit.

Of course our International Union refused to participate in such an unfair election. It was distinctly against all the intentions and expressions of every member of the Congress of the United States when they passed this legislation establishing the National Labor Relations law.

The board had the right to decide either way; in other words, there is a certain resiliency in the law that gives them the right to use their judgment in any way they believe is in the best interests of the people and of the industry and in fairness to those involved.

The Teamsters did not participate in the election. They knew the Brewery Workers would outnumber them four to one because of their inside members. Consequently the board decided the election in favor of the Brewery Workers and designated them as the bargaining agent in the three breweries for all employees, including our 138 members.

Our members went on strike after complying with all the laws of the State of Minnesota, which are somewhat similar to the Connally Act, which necessitates 30 days' notice of strike, and which compels the State of Minnesota to set up a board to try to make a settlement.

I repeat, we complied with all the laws of the State of Minnesota; and when this decision was given against the Teamsters, denying our right to negotiate agreements and working conditions for our own members, our people rebelled and went out on strike.

The tying up of the transportation of beer cripples the breweries. They can make all the beer they want to, but unless they

can distribute it, it is useless. They can fill their warehouses with beer barrels and cases of beer and it stays there, and after a certain length of time it becomes somewhat useless.

Next the brewery owners went to the War Labor Board and Chairman Davis called a hearing. The hearing decided that the strike was illegal, or that it was not in accordance with the pledge made by the Teamsters when they pledged themselves to have no strikes during the war, etc.

Chairman Davis elaborated on the fact that President Tobin participated in the hearing and in the creation of the War Labor Board.

Judge Padway, representing the Teamsters, advised Davis that the Teamsters had kept the faith with the government, not because of the War Labor Board but because they were patriotic and desirous of helping the nation and the world by preventing strikes.

Davis could have gone further—but he didn't—and stated that President Tobin went personally to the President of the United States and suggested the appointment of Davis at the time he was made chairman.

Davis orated to Judge Padway and to the members of the board and decided that the Teamsters should call off the strike, and made a wonderful address in behalf of the industry, the nation and the war.

In vain, Padway and our other representatives stated that the Teamsters kept their pledge; that the making, selling and drinking of beer was not a war necessity and had nothing to do with winning the war.

As a matter of fact, in some places it was decided at the beginning of the war that brewery trucks should not be provided with tires. The War Labor Board has decided that department store truck deliveries are not necessary, but on the other hand they say the delivery of beer is a necessity.

Well, to make a long story short, the War Labor Board decided that beer was a

necessity of war, and ordered the Teamsters to call off the strike.

The Teamsters refused to call off the strike and held to the fact that we could not allow a department of the government to destroy our organization, such as was attempted in the case of the National Labor Relations Board headed by Millis.

And by the way, we might say here that were it not for the efforts of the Teamsters, neither Millis nor Davis would ever have been heard of in connection with governmental tribunals.

The Teamsters were responsible to a large degree in returning Franklin D. Roosevelt to office and they do not regret their efforts to elect the right man.

I might add that from individual contributions in the last campaign, substantial sums were turned in to the Democratic National Committee by the Teamsters; and there were 1,000 business agents of the Teamsters who did more to elect the present administration than either Bill Davis or the ex-professor, Millis.

I question if either of them turned ten votes to the Democratic Party, or one hundred dollars.

But they are only samples of some of the stooges who have gone in the back door of the administration, who are not only helping towards the enactment of legislation against the workers, but are helping to destroy the confidence of the masses of the toilers in the present administration.

There are numerous other gentlemen down there that are tied on to the coat-tails of the administration who are breaking down the confidence of the toilers and the great masses of the people of our country, in the present administration.

President Roosevelt and his cabinet are blamed for everything, while we know in our hearts that the President of the United States cannot possibly prevent the foolish, crazy things that are done by some of the people holding down big, fat jobs in Washington.

Well, I make this statement: If the

President of the United States does not pay a little more attention to the affairs of our country and does not try to keep his finger on some of the spots, in the next election of congressmen and senators a year from next November, the majority of the Democratic Party will be destroyed in the House of Representatives.

What's the story of the St. Paul breweries today? It is really laughable if it were not so serious. The War Labor Board, through one of their long telegram writers, ordered the Teamsters to order the men back to work in the breweries in St. Paul.

The Teamsters refused to do this. The War Labor Board said: "Then we will have to lay the matter before the President; perhaps the government will have to take over the breweries."

Someone representing the Teamsters advised them to go ahead, and when the government took over the breweries we would be compelled by law to comply with the orders of the President, under protest.

But we say it is a laughable, pitiable situation if the winning of the war is dependent upon the government going into the making, bottling and selling of beer.

Well, Jimmy Byrnes was away. Mr. Vinson didn't take any action, if the matter was sent to the White House, and there is nothing being done, and the men are still on strike. I guess somebody told Bill Davis and old man Millis that they got the administration into a splendid mess, with all the other troubles that the administration has to contend with.

The next move was by a lawyer representing the National Labor Relations Board, who asked the International representatives of the Teamsters if they would meet the representatives of the Brewery Workers. He said he was acting unofficially but thought it might help the situation.

We doubted that very much; however, we did agree to meet with the representatives of the Brewery Workers and we held a meeting in Miami, Florida, where the

executive council of the American Federation of Labor was then in session.

We got along fairly well during the first day of our conference. The Brewery Workers were very friendly and we thought we were making some progress, when, lo and behold! there was an injunction applied for in the federal court in St. Paul, and the prayer for the injunction was made by the brewery owners, and the prayer contained everything on the map.

We were asked almost to be prevented from breathing the pure air of our country. This ended the negotiations because we were somewhat doubtful as to our right to proceed and discuss the St. Paul brewery situation.

Whenever we seem to be making some progress, somebody blunders. In this case it was the brewery owners that blundered. Mr. Charles, president of the United States Brewers' Association, who at one time was largely interested in the Hamm Brewing Company, one of the breweries having trouble with the Teamsters, was asked to appeal to the brewery owners of St. Paul to go into the court and ask that the case be withdrawn until we ended our conference. Charles positively refused to interfere, even though the case involved and seriously inconvenienced some of the clients of Charles, who are helping to pay his salary.

If a labor official acted as Charles did and refused to act in behalf of his people, the labor official would be blacklisted, and his character and intentions perhaps misrepresented by the press of the nation.

Charles not only refused to use his influence when requested by a certain authority, but he informed him it was none of his business, so we are informed.

Several days' hearings were held on the injunction request before three federal district judges.

After ten days more, the decision was

made and the three judges unanimously sustained the Teamsters in all their procedure and refused to grant an injunction of any kind to the employers.

During the hearings on the injunction the Teamsters lived within the law, and did not return to work. The Engineers and other trades did return to work, as did the inside Brewery Workers.

There were some small deliveries made. But the day after the injunction was refused by the federal court all the Engineers and other trades quit their work again. And that's the situation today.

The breweries are losing plenty of money. The Brewery Workers have 700 or 800 men out of work. The difference between us now is about 35 men who come under the jurisdiction of the Teamsters, including some drivers, some loaders of trucks, whom we call helpers, and a few others.

And the Brewery Workers, at this writing, March 18, refuse to concede us those men. Eventually the breweries may have to go out of business and there may be 700 or 800 brewery workers thrown out of jobs. Most of our drivers who are out on strike are working, driving other trucks.

Now we understand from the inside, without having any direct proof, that Bill Davis and old man Millis are in disagreement over which one of them brought about this mess. By their actions, combined or individually, they almost got the federal government and the Roosevelt administration into about as nasty a position as they could be placed in.

All in the face of the fact that Franklin D. Roosevelt is trying to win a world war to save civilization. The Teamsters were helpful in keeping Franklin D. Roosevelt in office. Many other persons are deliberately doing everything they possibly can to embarrass the administration and inconvenience the real friends of the administration who are also the friends of progress and of civilization.

If you're to win the peace as well as the war, the cost of living must be kept down and the purchasing power of money preserved.—*Zanesville (O.) Tribune.*

Midwest Truck Barrier Remains

Indiana Republican Governor Favors Railroads

BY LESTER M. HUNT

THANKS to Indiana's new Republican governor, there will be no break in the traffic barrier which stands across the center of the country preventing the peacetime flow of truck traffic between the East and the West.

Maybe this shouldn't surprise anybody, considering the fact that the governor's campaign manager last fall turned up as the railroad lobbyist at the legislative session last winter.

The governor is Ralph Gates, the campaign manager and railroad lobbyist is Jess Mehrrens, and the goats are the trucking industry and the Teamsters' Union. Now that we know where we stand with this administration, we know what must be done to correct the situation.

And this we intend to do in the vigorous tradition of Indiana politics.

Gates has declared war on us. We now accept the challenge to battle.

Indiana, Illinois, Kentucky and Tennessee have state laws limiting vehicle lengths which block the development of cheap, fast motor freight routes from the Atlantic to the Pacific Coasts.

Motor truck operators, with the support of Teamsters in Indiana and Illinois, were attempting to amend the laws in those states raising the overall lengths to correspond with the more liberal laws of the East and West.

The Indiana legislature passed such a law but Gates vetoed it. Inasmuch as it required action by both Indiana and Illinois to permit transcontinental traffic to flow through, the action of Gates keeps the traffic barrier erect.

Colorado has just increased the overall length in that state to 60 feet. All the 11 western states now permit 60 feet or more.

The eastern states north of the Ohio river

have overall lengths of from 50 to 60 feet. But standing between these two sections of the country are Indiana and Illinois with 40-foot limits, Tennessee with a 45-foot limit and Kentucky with 30 feet.

The railroads, particularly the Pennsylvania, fought the bill bitterly in the Indiana legislature which would have liberalized the existing law by permitting 45-foot limits for combinations of two vehicles and 65 feet for combinations of three.

Despite the railroad opposition, the measure passed the house by a margin of two to one and the senate by a margin of three to one.

Recalling Gates' campaign promises that he would be friendly to labor and friendly to the trucking industry, the Teamsters and operators expected that he would approve their petition to sign the bill which had passed the legislature so-overwhelmingly.

But the governor vetoed it in a message which misquoted the facts and which echoed the old railroad arguments against legislation which would permit development of truck lines.

Gates declared that the overall length would be a highway danger, ignoring the fact that for 25 years Ohio has permitted 60 feet and that the trailer combinations have a better safety record than single trucks.

Under wartime conditions, truck traffic is flowing freely under federal regulations. But when peace returns, the old state laws will go into effect again and the midwest barrier running from the southern tip of Lake Michigan to the State of Mississippi will rise again to stop truck traffic.

This gives the railroads an advantage in rates of from 6 to 10 per cent. Unless the truck lines can carry more freight in longer

trailer combinations, they cannot compete with the railroads.

Unless there is more uniformity in state laws covering weight and length, it will be impossible for the motor truck industry to make plans for expansion of truck routes to provide both city and farm areas with fast, cheap, transcontinental service.

If the development of the trucking indus-

try is retarded, the employment of Teamsters is retarded also at a time when 125,000 members of this union are returning from the armed forces looking for jobs.

Gov. Gates of Indiana struck a blow at postwar expansion of industry and postwar employment when he vetoed the bill to break the unnatural barrier dividing the East from the West in motor transportation.

Progress Made Toward Labor Unity

AFL Opens Door to Lewis and CIO Unions

BY DANIEL J. TOBIN

THE American Federation of Labor was almost certain that the United Mine Workers would be in affiliation with that body by this time. The report made to the executive council on the conference between members of the council and President John L. Lewis was accepted and it was believed by the council that the miners were ready to affiliate with the AFL.

It was stated to the council that Lewis had assured them he would return to the American Federation of Labor, if accepted, on the following conditions:

That he be admitted to membership, holding in membership all those who were now holding membership in the Mine Workers;

That he would then, after his affiliation, sit down with any international union representatives and discuss with them their grievance or their claims against the Mine Workers holding in that organization individuals whom they believe properly come under the jurisdiction of the aggrieved international union;

That if they could not reach an agreement, the matter would be referred to the AFL executive council, and that he, the president of the Mine Workers—or his representatives—would abide by the decision of the executive council, subject to the right to appeal under the laws of the American Federation of Labor.

This seemed satisfactory and the executive council accepted the proposition. Lewis also intimated in his conversations—as reported to the full membership of the council—that the Mine Workers were always represented on the executive council and it was his desire that they again be represented on the council.

There was nothing unusual or unfair in this request, although the executive council, under its laws, cannot guarantee any representation on the council.

It is a well known fact that if the council indorses a candidate and supports him, he can be elected in the convention. They reported this procedure to Lewis.

Lewis came back with the further suggestion, as interpreted by the council, that the Mine Workers should have immediate representation on the executive council.

The council considered this request and, understanding that it has no power to force any other member off the council and there was no vacancy, the council unanimously voted that such a request could not be complied with under the laws and procedure of the American Federation of Labor.

This ended the conversations, and the question of affiliation hangs now on whether or not the United Mine Workers shall have immediate representation on the executive council. The council believes that it has no

power to grant such a request. I personally believe that this trivial, insignificant difference can be overcome within the next year.

There is, however, a very encouraging interpretation that can be placed on the above stated circumstances, and that is this: that the executive council agreed to take back, in full affiliation, the United Mine Workers, with all their members as they now hold them, and then begin to adjust the disputes, if any obtain.

Of course there were several objections made by individuals representing organizations who do not hold membership on the executive council. For instance, there was strong objection made by the Progressive Mine Workers, on the ground that they had a charter covering mine workers every place in the country.

There were some serious questions arising from the Chemical Workers, who have recently obtained an international charter from the American Federation of Labor.

But Lewis had stated, as explained to the council, that he was willing to sit down with those people, or with any other group, and endeavor to adjust the differences, and failing to adjust them, he would be governed by the decision of the council, subject to the laws of the American Federation of Labor.

Now the bright side of this question is this: that it opens the door for every CIO union that was in the federation or any organization that was not in the federation, to make application for a charter embracing their full membership, and it seems only reasonable to suppose and to state that you cannot make a law and ruling for the Mine Workers that would not also apply to the

Amalgamated Clothing Workers, the Steel Workers, the Automobile Workers, or any of the other organizations that are now outside the American Federation of Labor.

In other words, the door is now open; the ban is taken off; jurisdictional questions will be taken up after their admission—and if that isn't some progress, after years of wrangling, then I would like to know what progress means.

The writer of this article has asserted from the very beginning of the split that labor will continue to be persecuted and prosecuted and crucified as long as the division remains within the ranks of labor.

Today labor is kicked around by those that they helped to create, politically and otherwise, and there is no one to blame except the leaders of labor who have continued this division within the ranks of labor, many of them because of their personal desire to be leaders.

The rank and file of labor should arise and demand that the division in labor be ended so that one great body of workers shall prevail and speak the voice of labor.

Such an organization would have the power to tell those penny-ante politicians, both state and national, that they cannot continue to insult the men of labor and destroy the liberties of the multitude.

Labor will, I hope, be solidified and will use every means within its power to prevent legislative and other enemies from holding office or from holding positions in which they are attempting, in many places successfully, to chain the hands of the toilers who are the backbone of this or any other nation.

European Labor Must be Strengthened

Any thoughtful plan for a democratic post-war Europe must naturally call for efforts to re-establish Europe's free, democratic and independent trade union movement. The war of ideas which we have been fighting against Nazism and Fascism will not have been won if labor abroad remains per-

manently crushed and impoverished. Post-war peace and postwar plenty both hinge on the vigor and independence of labor abroad. Crushed and impoverished labor movements cannot fight for decent living standards for their own workers.

—AFL Auto Worker.

Civil Liberties Union Dupes Labor

Misrepresents Case of Trotsky Agitators in Minnesota

THE 18 Trotsky agitators convicted of crimes against the government in Minnesota have served their time and have been released from prison. But still the money-raising campaign of the Civil Liberties Union goes on in their behalf.

First the campaign was to raise funds for their "defense." They were convicted but the campaign went on. It was changed to a campaign to raise money to get them out of prison.

Now they are out of prison but still the

campaign for funds goes on. Maybe the idea is to pay them time and one-half for the time they spent in stir.

Whatever the purpose, union members are being made the suckers. They are being told false stories to arouse sympathy and collect money. They are being told that the 18 Trotskyites were convicted on technicalities because they were labor "leaders." The following correspondence shows the extent of the money-raising campaign and tells the true story of the Trotskyites.

Mr. Daniel J. Tobin, President,
International Brotherhood of Teamsters,
222 E. Michigan St.,
Indianapolis, Ind.

San Francisco, Calif., March 1, 1945.

Dear Sir and Brother:

At a recent meeting of the San Francisco Local No. 100 of the United Brotherhood of Telephone Workers of Northern California and Nevada, a representative of the American Civil Liberties Union requested the privilege of addressing our members.

This request was granted and a Miss Pedroncelli spoke in the defense of the labor leaders of the Minneapolis Local No. 544, Motor Transport Industrial Workers' Union, who were convicted and sent to prison under the Alien Registration Act.

These men were:

Mr. C. Hamel, C. I. O. organizer.

Mr. E. Hansen, C. I. O. organizer.

Mr. E. Palmquist, C. I. O. organizer.

Mr. C. Skoglund, C. I. O. organizer.

Mr. U. R. Dunne, C. I. O. organizer.

Mr. M. Geldman, member of C. I. O. Local No. 544.

Mr. Karl Kuehn, member of C. I. O. Local No. 544.

Mr. A. Russel, member of C. I. O. Local No. 544.

Mr. O. Shoenfeld, member of C. I. O. Local No. 544.

Mr. Carlos Hudson, editor of *C. I. O. Weekly*.

A brief outline of this case was given by the speaker, and in concluding her talk she asked for the moral support of our union as well as any financial aid we could give.

Our president has appointed a committee, of which I am chairman, to further study this case and submit a report to our membership. That this committee may render a fair report we are taking the privilege of asking your aid.

We understand these men are denounced labor leaders, however, the law they have

been convicted under is of vital concern to all labor unions. If you could furnish us with an outline of this case and also to what extent the International Brotherhood of Teamsters has contributed to their defense, if any, it will be greatly appreciated.

In order that our support, should we contribute, will be directed to the proper places, we would be glad to receive any information you may wish to send us.

Thanking you in advance, I am

Fraternally yours,

JOHN E. MCKEAN,

Committee Chairman,
United Bro. Tel. Workers
No. Calif. and Nevada,
1732 Santiago St.,
San Francisco, Calif.

Repudiated by AFL and CIO State Conventions

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Indianapolis, Ind., March 16, 1945.

Mr. John E. McKean, Committee Chairman,
United Brotherhood of Telephone Workers,
1732 Santiago Street,
San Francisco, California.

Dear Sir and Brother:

The American Civil Liberties Union has grossly misinformed you concerning the facts in the conviction of a number of former members of our union in Minneapolis.

These men were not convicted under the Alien Registration Act. They were convicted of subversive activity in attempting to undermine the loyalty of the armed forces and to overthrow the government by force and violence.

They have been repudiated by the Teamsters' Union. They have also been repudiated by the Minnesota State Convention of the American Federation of Labor and the Minnesota State Convention of the CIO.

Both the CIO and AFL Conventions went on record against any efforts to reduce their prison terms. Thus the campaign by the Civil Liberties Union has been opposed by all organized labor in Minnesota.

There is no basis whatever for any fund-raising activity now because every one of the convicts has served his time and has been released from prison.

The case is closed.

For your information, the prisoners in this case were Trotsky Communists, all members of the Socialist Workers' Party. They had built up a faction inside our Teamsters' Local No. 544 in Minneapolis and had gained control of the business office of the union.

They never had control of the membership. But they did control the funds of the union and its officers.

In the summer of 1941 they thought they had sufficient strength to take over the union and move it into the CIO. They were unsuccessful, although they did appropriate the records and failed to account for thousands of dollars belonging to the membership.

During the time they were operating inside Local No. 544, they had established a system of favoritism by which the members of the Trotskyite Socialist Workers'

Party got the best jobs. They established a black list containing the names of members of our union who refused to join the Socialist Workers' Party.

By violence, coercion and bribery, they attempted to intimidate the membership of Local No. 544. They tried to destroy our union and transform it into a cell of a subversive movement.

Remember that all this was going on just prior to Pearl Harbor.

At that time the FBI was investigating subversive activity and had these men under surveillance. They were indicted by a Federal Grand Jury in St. Paul on July 15, 1941.

They went to trial on October 27, were convicted, and on December 8, 1941, 12 of the 18 defendants were sentenced to 16-month prison terms and the remaining six were sentenced to 12 months for a crime against the United States Government in a time of national danger.

The defendants were all released on bail pending appeal. On September 20, 1943, the circuit court upheld the conviction. On October 14, 1943, the case was appealed to the Supreme Court. On November 22, 1943, the Supreme Court refused to hear the case and the 18 defendants began serving their prison terms on December 31, 1943.

These men were convicted by a jury. They had every opportunity to establish their innocence and to appeal their conviction. They had a fair trial.

Since their release from prison, most of them have resumed their efforts to wreck organized labor in Minnesota. Despite this, they have had the continued support of the American Civil Liberties Union, which proclaims itself to be friendly to labor.

The ten men you listed in your letter of March 1 to Mr. Tobin are all subversive agitators. We do not understand why only 10 of the 18 were mentioned.

We also note that all the 10 men are listed as CIO organizers or members. Yet in the resolution adopted by its state convention in Minnesota the CIO said:

"From the very beginning of the organization of our CIO in Minnesota, this group bitterly opposed and fought the CIO and its progressive program to organize the thousands of unorganized workers in Minnesota's mass-production industries."

We have had many differences with the CIO but on this mob of criminals we are in complete agreement. They are not entitled to any consideration by any group of American working men.

Faternally yours,

LESTER M. HUNT,

Assistant Editor, INTERNATIONAL TEAMSTER.

Tobin Stated Views in Nov. 3 Radio Broadcast

Perhaps it would be well to remind our readers just now of the remarks made by President Daniel J. Tobin in his radio address over a nation-wide hook-up on November 3, 1944, which were as follows:

"I am absolutely of the opinion that the Little Steel measuring rod must be changed upward if we expect the workers to go on rendering the splendid service they are giving since Pearl Harbor. Any unprejudiced person cannot doubt the fact that the cost of living has gone

up far beyond the 15 per cent increase established in 1942."

In referring to the Miners, President Tobin made this statement:

"Today the mine workers are enjoying decent wages and good working conditions, and they deserve it all; and it is my hope that they will go further. They are good union men and they work hard. In the old days if men talked about portal to portal pay they would have been considered insane; and I personally believe in portal to portal pay."

Be Courteous, Tobin Tells Drivers

Everybody Else Has Wartime Worries, Too

BY DANIEL J. TOBIN

IT is somewhat disgusting and upsets a person when he goes into a department store or into one of the chain lunchrooms or a chain five-and-ten-cent store and has to stand and wait for half an hour before any attention is paid by the salesperson.

Then when they finally start to wait on you, they throw stuff at you. They almost insult you. I don't know of any other business that has so degenerated from the principle of courtesy and understanding of the rights of the public as have the institutions referred to above. It takes a person with a great deal of patience to accept the ignorance and insolence of salespeople employed in institutions of that kind.

Generally speaking, the people who wait on the public are decent and fairly refined and have not changed much because of the war, especially when you have the good luck to have, in a department store, a middle-aged or older person wait on you, who perhaps has sons or grandsons in the service and who had retired for a number of years and was called back to work to help out.

They belong to the old school where decency and courtesy exemplified those kind of people when they were in the sales world.

I don't think there is anything more disgusting than to meet someone who is so rude and crude and filthy as to snap at a customer, or just throw a sandwich, made up by dirty hands, at an individual waiting to be served.

There has been an epidemic of intestinal diseases in many parts of the country. I have reason to believe that it is caused by the dirt and filth and unsanitary conditions behind drug store counters and in other food establishments where the laws of sanitation have been practically ignored since

the beginning of the war and since the shortage of help.

In most instances it is due to the willful, arrogant determination of the employers and owners, who are hiding behind the battlefront. The old story is, "What can we do? We cannot get help."

The people in different cities, and especially the newspapers, ought to arouse themselves to this great danger and to this abuse of the public by certain retail institutions and especially by moderately-priced food establishments.

That brings us to the point that we want to make here, and that is that we ask our members, a large part of whom have come into our union since the war, to remember that it costs nothing to be decent, courteous and respectful to those with whom you come in contact, especially to the customers of our employers.

Remember that the milk, bakery and laundry drivers are the contact between the business institutions they work for, and the public.

Before the war, when people traveled over the road, I received many letters from business people who toured through the country, commenting on the respectful, considerate treatment and helpfulness they received from the over-the-road truck drivers.

In fact, there was one nationally-known woman writer who had a lengthy article in the *Ladies' Home Journal* some two or three years ago, stating that the gentlemen of America were the over-the-road truck drivers.

I want our people to continue this in every branch of our service. No matter how you are irritated, remember that you are always expected not to discredit yourself by

getting down to the low depths of ignorance such as some human creatures seem to always be muddled up in. You can always tell a man or woman by their expressions and their actions; you can judge their character by the way they treat others.

You can tell the low creatures in life also by their actions, their insulting, arrogant ignorance, and their disrespect for others. Remember also that a union man is expected to be a better man than a non-union man.

We have raised our people from a condition of slavery. They are free men today and they must hold up the dignity of their position in life. No matter how poor we are—and all of us are better off than we used to be insofar as working conditions are concerned—we should never lose that principle of decency and self-respect.

Every time a union man performs a kind act for somebody else or puts himself out to be helpful to an older person or some person

asking for information or help, he makes a friend for the union and he is building up his manliness, his honor and his self-respect.

Everyone is irritated just now. Many of us have more troubles than it seems possible to carry. Some fathers who are members of our union have sons overseas. Others have sickness, and all are working at a disadvantage because of the shortage of everything.

But if we will only remember that we are a million times better off than the people of other countries, that at least we have our freedom and we can live in peace and safety, without being afraid of being blown to pieces at night—if we will only remember those things and that God has permitted us to live in an age when there is such a struggle going on in behalf of human civilization, then we will accept our little inconveniences with better grace and we will try to understand how helpful we can be by being decent and courteous and clean living in our daily life.

Ohio Teamster Loses Both Legs, One Arm

So you have troubles? You should tell them to Corporal Ralph A. Brown of Local No. 377 of Youngstown, Ohio. Brown has troubles, too, but he can still smile.

Brown lost both legs and one arm during the heavy fighting in France with the 6th Armored Division. Brown's remaining arm, the left, sustained compound fractures and is only partly restored to use.

He is in Walter Reed Hospital, and his cheerfulness has been an inspiration to the other amputation cases in the hospital, none of them so terribly shot up as Brown. He is the only man to have lost three limbs in this war, according to the War Department.

Brown sustained his injuries while on patrol in enemy territory in a Sherman tank. The tank surprised two German ammuni-

tion trucks behind a farm house and blew them up. But the Germans scored a direct hit on the tank.

Brown, almost dead, was pulled from the tank and rushed to a first-aid station by his comrades.

Brown considers himself "lucky to be alive."

And what can the home folks do to shorten the war and reduce horrible wounds such as Brown suffered?

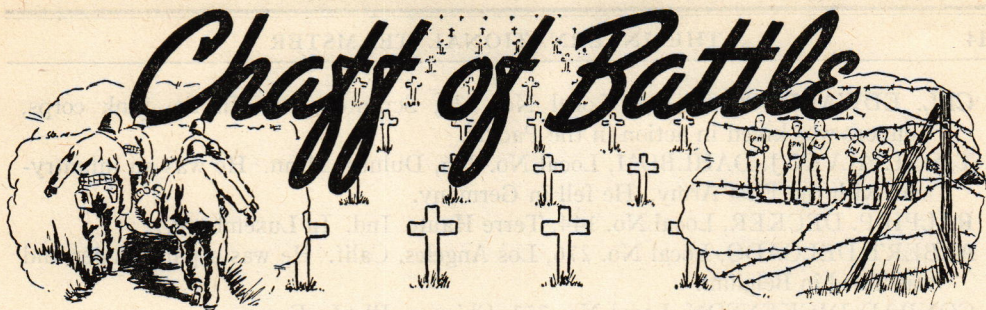
"Keep sending ammunition," Brown says. "Make sure that the boys always have plenty of it."

Brown may have lost his legs and an arm, but he still has his fighting heart.

"Don't worry about me," he says. "I'll get along."

We have long suspected that the CIO would have a hard struggle for its existence if it didn't have help from outside sources, and events in the past year have proven beyond a doubt that this help comes from the NLRB. In fact, the NLRB should be termed "an organizing committee of the CIO without compensation."

—*International Molders' and Foundry Workers' Journal.*



LOCAL No. 804 of New York City leads the list of casualties reported this month. It has lost 17 men in service, ten of them in action, two from battle wounds and five in line of duty.

Local No. 431 of Fresno, Calif., reported the next heaviest casualties with ten deaths, nine of them in action and one in a plane crash.

In spite of the heavy losses suffered by these two locals, Local No. 463 of Philadelphia still heads the list of losses so far in the war. Local No. 463 has lost 24 men, 23 of them in action and one of a tropical disease contracted on duty.

The report of Local No. 431 showed a grim and surprising parallel in the military lives and deaths of two members, Delbert Grimes and Clifford Larson. Larson and Grimes were both gunners on B-17 bombers. Both held the rank of sergeant. One was flying in the European and the other in the Asiatic theatre.

Last June German gunners found the range of Larson's plane over France and shot it down, killing Larson. Halfway around the world, at almost the same time, Jap gunners hit Grimes' plane over China and he, too, plunged to his death in exactly the same way.

These are two of the 95 fatalities reported this month. It is the longest death list we have published. And already the grim statistics are piling up for next month's issue. Below are the names of the heroic Teamsters who stayed on the toughest job any man ever had, until they were carried away.

Killed in Action

THEODORE ALTMAN, Local No. 702, Chicago, Ill. No details.

PVT. MARVIN BAGGETT, Local No. 135, Indianapolis, Ind. Infantry, in Luxembourg. He had previously been wounded and returned to duty.

PVT. GEORGE BAKER, Local No. 956, Kansas City, Mo. Infantry, in Germany.

CHARLES BAIR, Local No. 110, Johnstown, Pa. No details.

SGT. HENRY VERNON BEALL, Local No. 878, Little Rock, Ark. A paratrooper, Beall participated in the original invasion of France and was later killed in Belgium.

E. H. BELEU, Local No. 431, Fresno, Calif. In the Signal Corps, Beleu was killed in a glider landing in New Guinea.

PFC. A. W. BERNERT, Local No. 743, Chicago, Ill. On Leyte.

S/SGT. BRUCE B. BROWN, Local No. 174, Seattle, Wash. In the Central Pacific with the Army Air Corps.

S/SGT. WILLIAM BURNS, Local No. 671, Hartford, Conn. In France.

VICTOR CAFFERTA, Local No. 702, Chicago, Ill. No details.

LIEUT. HENRY CARLSON, Local No. 442, Madison, Wis. No details.

PFC. HARRY CLOUGH, Local No. 179, Joliet, Ill. In France with the infantry.

PFC. ANTHONY COLLETTI, Local No. 807, New York City. He was in the 18th Infantry and was killed in France.

- CPL. EDWARD CONNORS, Local No. 229, Scranton, Pa. In the tank corps, Connors was killed in action in the Pacific.
- T/SGT. ALVIN J. DAHLBOM, Local No. 346, Duluth, Minn. He was an infantryman with the First Army. He fell in Germany.
- RALPH P. DECKER, Local No. 144, Terre Haute, Ind. In Luxemburg.
- ALBERT DELGADO, Local No. 276, Los Angeles, Calif. He was a paratrooper and was killed in Belgium.
- CONRAD DICKENSON, Local No. 753, Chicago, Ill. In Europe.
- LIEUT. ALEXANDER F. DI DONATO, Local No. 431, Fresno, Calif. In Normandy.
- PVT. RICHARD J. DORGAN, Local No. 174, Seattle, Wash. In France.
- PVT. RAY FERGUSON, Local No. 726, Chicago, Ill. In France.
- PFC. HAROLD A. FITZPATRICK, Local No. 445, Yonkers, N. Y. In the 90th Div., Fitzpatrick was killed in Germany. He was wounded last summer and spent 74 days in the hospital.
- S/SGT. NORMAN FOSS, Local No. 254, Ottawa, Ill. In France.
- S/SGT. FREDERICK FREEMAN, Local No. 39, Buffalo, N. Y. A field artilleryman, Freeman was killed in Italy.
- LEE GRABENSTINE, Local No. 110, Johnstown, Pa. On Luzon.
- SGT. DELBERT GRIMES, Local No. 431, Fresno, Calif. A gunner on a B-17 bomber, Grimes was killed over China.
- PVT. CARMEN GULISANO, Local No. 182, Utica, N. Y. He served with the First and Third Armies, participating in the invasion of France. He was killed in Luxemburg.
- SGT. LA VERNE HANSON, Local No. 174, Seattle, Wash. Killed in France with Army Air Corps.
- S/SGT. MANUEL HANTOBER, Local No. 804, New York City. Killed over Europe with Army Air Corps.
- MARION HEIFNER, Local No. 921, San Francisco, Calif. In France.
- SGT. LEWIS A. HILGER, Local No. 666, Helena, Mont. Hilger was a tail gunner on a B-26 bomber. He was killed over France.
- SGT. ED HITZ, Local No. 753, Chicago, Ill. He was in the engineers and was killed in the European theatre.
- SGT. LYLE HULBERT, Local 431, Fresno, Calif. In Italy.
- LIEUT. JOHN M. HURLEY, Local No. 73, Clinton, Ind. A P-38 fighter pilot, Hurley was killed in Italy. He had won the Air Medal with two Oak Leaf clusters.
- PVT. OWEN HUTSON, Local No. 73, Clinton, Ind. An infantryman reported missing last September, Hutson is found to have been killed in France.
- PVT. JOHN JARBOLA, Local No. 229, Scranton, Pa. He was an infantryman, drowned when his transport was sunk in the Mediterranean.
- LLOYD S. JOHNSON, Local No. 442, Madison, Wis. In Germany.
- JOHN JOSEPH, Local No. 921, San Francisco, Calif. In the Philippines.
- PVT. MELVIN C. JUNG, Local No. 43, Racine, Wis. Jung was a member of the 112th Cavalry. He was killed on Leyte by the Japs using American machine guns captured in the fall of Bataan.
- PFC. SAM KLEIN, Local No. 229, Scranton, Pa. No details.
- PFC. ALBERT KNOWLES, Local No. 804, New York City. In France.
- OTTO KUENZI, Local No. 442, Madison, Wis. In Belgium.
- SGT. CLIFFORD LARSON, Local No. 431, Fresno, Calif. A gunner on a B-17 bomber, Larson was killed over France.

- SEAMAN 2C EDWARD LEWIS, Local No. 229, Scranton, Pa. No details.
- S/SGT. VINCENT MANKOWSKI, Local No. 804, New York City. In France.
- MAYBERRY McKENDREE, Local No. 110, Johnstown, Pa. No details.
- PVT. SEVERIN M. MELDGAARD, Local No. 43, Racine, Wis. In Belgium.
- PVT. CARMINE L. MELELLA, Local No. 445, Yonkers, N. Y. In France.
- EARL MESNARD, Local No. 179, Joliet, Ill. Lost when the Germans sank his hospital ship off English coast.
- PVT. ALBERT MICHAELIS, Local No. 431, Fresno, Calif. Infantry, in Italy.
- T/SGT. THOMAS J. MONROE, Local No. 804, New York City. In Italy.
- CPL. JOSEPH MUSKEY, Local No. 229, Scranton, Pa. Infantry, in France.
- SGT. JAMES R. NEWELL, Local No. 284, Springfield, Ill. In Belgium. He had previously been wounded in France.
- LIEUT. HARRY OATES, Local No. 431, Fresno, Calif. The pilot of a B-17, Oates was killed over Germany.
- PVT. JAMES P. O'SHEA, Local No. 804, New York City. In Italy.
- S/SGT. FRANK W. OSTRANDER, Local No. 804, New York City. In France.
- SGT. FRANK PFEIFFER, Local No. 229, Scranton, Pa. A tail gunner on a B-24 bomber which was shot down over Berlin.
- PVT. GEORGE POPSON, Local No. 804, New York City. In Italy.
- CHARLES RAGAN, Local No. 982, Milwaukee, Wis. A paratrooper, Ragan was killed in Holland.
- CPL. LOUIS RESCIGNO, Local No. 182, Utica, N. Y. In Europe with field artillery.
- JACOB ROSENBLOOM, Local No. 929, Philadelphia, Pa. In Germany.
- MM/3C HARRY RYAN, Local No. 170, Worcester, Mass. Lost when the Destroyer Spence was sunk by the Japs in the Pacific.
- PFC. LLOYD SCHELLER, Local No. 43, Racine, Wis. Originally reported missing, Scheller is now found to have been killed in Belgium on Christmas Day.
- PVT. GEORGE SELINSKY, Local No. 359, Minneapolis, Minn. In Italy.
- PFC. GERALD SHEEDY, Local No. 254, Ottawa, Ill. In Italy.
- PFC. ANTHONY SHERIDAN, Local No. 804, New York City. In France.
- CPL. HAROLD J. SMITH, Local No. 445, Yonkers, N. Y. He was a field artilleryman, killed in Germany.
- 1ST LIEUT. EUGENE SPALLETTA, Local No. 431, Fresno, Calif. A fighter pilot, Spalletta was shot down in Italy.
- PFC. LAWRENCE A. SQUADERE, Local No. 294, Albany, N. Y. In France.
- E. STEFFEN, Local No. 560, Hoboken, N. J. In naval action.
- CPL. THOMAS SWENDSEN, Local No. 804, New York City. In France.
- PFC. EUGENE TANNER, Local No. 229, Scranton, Pa. Killed in France while on patrol in a tank.
- EDWIN H. TIMMONS, Local No. 369, Muncie, Ind. In Germany.
- T/SGT. JOSEPH TUSEK, Local No. 179, Joliet, Ill. Killed by a Jap bomb on Leyte while serving with the 7th Quartermaster Corps.
- PVT. CHARLES S. TYNAN, Local No. 804, New York City. In France.
- PVT. FRED G. VETTER, Local No. 284, Springfield, Ill. Vetter was secretary-treasurer of Local No. 284. He was killed in Germany.
- PVT. JOHN YACOVINO, Local No. 671, Hartford, Conn. In Germany.
- J. C. WALSTON, Local No. 822, Norfolk, Va. In maritime service.
- PVT. GEORGE WEAVER, Local No. 179, Joliet, Ill. In France with the infantry.

PFC. WALTER WILSON, Local No. 431, Fresno, Calif. In New Guinea.
STANLEY ZALEWSKI, Local No. 929, Philadelphia, Pa. In Germany.

Died of Wounds

PFC. FRANK J. BAND, JR., Local No. 804, New York City. In France.
PVT. JOSEPH P. CITRO, Local No. 182, Utica, N. Y. He was wounded with Gen. Patton's Third Army and died three weeks later. He was a brother of Business Agent Carmen J. Citro of Local No. 182.
HARDY JOHNSON, Local No. 753, Chicago, Ill. A gun pointer on an LST, Johnson was fatally wounded during the invasion of the Philippines.
PVT. HERBERT J. PROCKER, Local No. 804, New York City. In France.
T/CPL. RAYMOND F. SEXTON, Local No. 182, Utica, N. Y. A member of the Medical Corps of the 27th Div., Sexton was shot by the Japs while helping the wounded on Saipan. He died the same day.

Died in Service

PVT. HAROLD MARVIN DEEM, Local No. 527, Muskegon, Mich. A marine, Deem was drowned in the South Pacific.
CPL. ROBERT A. ESSLINGER, Local No. 759, Kokomo, Ind. Died in Germany of injuries received in a vehicle accident.
AOM/1C ERWIN J. FEHR, Local No. 804, New York City. Killed in South America.
SEAMAN 1C RICHARD HOWELL, Local No. 229, Scranton, Pa. In a naval hospital in Virginia.
KENNETH C. KENNEDY, Local No. 315, Martinez, Calif. Killed in England in a jeep accident.
PO/2C RAYMOND L. MORIN, Local No. 49, Lowell, Mass. In the naval hospital at Fort Worth, Tex.
JOSEPH PANIAN, Local No. 179, Joliet, Ill. In a training accident.
AIR CADET JESSE M. PEOPLES, Local No. 431, Fresno, Calif. Killed in plane crash in California.
JAMES RUSCHKEWICZ, Local No. 527, Muskegon, Mich. In England.

Missing in Action

LIEUT. NEIL G. BARTHOLOME, Local No. 564, Meadville, Pa. No details.
PFC. THOMAS J. FITZSIMMONS, Local No. 49, Lowell, Mass. In Germany.
SGT. LOUIS GEIST, Local No. 284, Springfield, Ill. In Europe.
CHARLES R. GOLENOR, Local No. 369, Muncie, Ind. In Germany.
PVT. WALLACE RICE, Local No. 110, Johnstown, Pa. No details.
WILSON ROSS, Local No. 807, New York City. No details.
CPL. CLYDE STITT, Local No. 650, Waterloo, Iowa. In France.
GEORGE STOCKLE, Local No. 463, Philadelphia, Pa. No details.

Wounded in Action

GIGLIO BERTIG, Local No. 110, Johnstown, Pa. In France.
ALBERT BRODY, Local No. 929, Philadelphia, Pa. In Germany.
CPL. RALPH A. BROWN, Local No. 377, Youngstown, Ohio. See page 12.
PVT. THOMAS CUSHING, Local No. 726, Chicago, Ill. In France.
PFC. ADRAIN R. DOSS, Local No. 543, Lafayette, Ind. Paratrooper, in Holland.
PVT. CARL J. FREY, Local No. 445, Yonkers, N. Y. Infantry, in France.

Labor Aids German Victims

THE greatest collection drive for used clothing ever attempted in the United States, according to the Labor League for Human Rights, began on April 1.

The drive is under the auspices of the United Nations Relief and Rehabilitation Administration, with the active support of the Labor League for Human Rights.

The league is the official relief agency of the American Federation of Labor. It will throw the resources of the AFL unions behind the clothing drive.

The goal sought is 150 million pounds of clothing for the destitute people of nations freed from German rule. These people are suffering from years of German brutality which has left them ragged and hungry, many of them faced with actual starvation.

Part of the tremendous task of feeding them has been undertaken by the Red Cross. The task of partially clothing them has been taken over by the United Nations Relief.

Among those to benefit from the clothing drive are 30 million children. They are the children of the countries conquered by the Germans in the early days of the war. Many of them are children of the underground resistance movement whose refusal to accept slavery greatly aided the Allies in their final victory.

The resistance movements in the occupied countries cost thousands of Dutch, Belgian, Norwegian and French lives.

The patriots died by thousands in German torture camps. But the underground movement continued and tied up hundreds of thousands of German troops badly needed to fight the allied armies.

The Germans exacted a terrible toll of vengeance. They left these countries in ruins, stripped of most of their possessions.

It is to help them along the long road to rehabilitation that the Labor League for Human Rights is urging all labor unions to support the clothing drive this month.

The Teamsters will be called on to help in the collection as they have so many times in the past for other charitable and patriotic activities. And again they will respond, as cheerfully as they always have.

This clothing is to help people who have endured far more for freedom than any of us in this country have been called on to endure. Thanks to them, we have been spared much suffering.

They were our allies in war. Of course we will help them.

WEAR THE EMBLEM OF OUR ORGANIZATION

THE CUTS
SHOWN REPRESENT

Button, Watch Fob and Cuff Buttons

SOLD BY THE GENERAL OFFICE

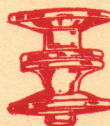


The prices are as follows:

Gold Plated Buttons (Sterling Silver)	\$.50 apiece
14-K Solid Gold Buttons	2.50 apiece
Cuff Buttons	1.00 a pair
Watch Charms	2.00 apiece

All Members should have a copy of the International
Constitution and Laws. . . . Copies, 5 cents each

Order through your Local



All orders should be sent through the Secretary of the Local Union to

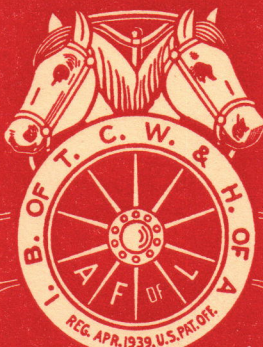
JOHN M. GILLESPIE, Secretary

222 EAST MICHIGAN STREET

INDIANAPOLIS 4, INDIANA

UNION SERVICE

INTERNATIONAL
BROTHERHOOD
of TEAMSTERS
CHAUFFEURS



WAREHOUSEMEN
AND HELPERS
OF
AMERICA

Affiliated with

A.F. of L.

Daniel J. Tolson, General President

John M. Gillespie, Gen'l Secy-Treasurer

THIS IS THE PROPERTY OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

This is the standard union service sign officially approved for all branches of the Teamsters' Union. Order them from the general secretary-treasurer. The signs are of metal, 7 by 11 inches in size. They cost 25 cents each.